

Amendments to the Specification:

Page 6, replace the paragraph, lines 1-19, with the following paragraph:

--Sensor device 20 is mounted in loading container 5 of the preceding storage car at its rear end 19 for continuously sensing the filling state so that it may determine a maximally acceptable height **hmax** of bulk material pile 18. In the preferred embodiment, the sensor device is a contactless laser distance measuring device 21 which continuously senses bulk material pile 18. However, the sensor device may take any desired form, such as an optical eye or a mechanically operated sensor. In the illustrated embodiment, loading container 5 further comprises a device 22 for measuring conveying path of the bottom conveyor band, which is indicated in FIG. 4 by arrow w shown in broken lines. The conveying path measuring device 22 is connected to sensor device 20, 21 in a circuit comprising central control 23 for automatically actuating drives 7, 13 for the bottom and transfer-conveyor bands, power being delivered to the actuating drives from power source 24. Such a freight train has been disclosed and claimed in copending U. S. patent application Serial No. 10/622,292, filed concurrently and corresponding to Austrian GM 495/2002, filed July 23, 2002.--

Page 9, replace the paragraph, lines 6-19, with the following paragraph:

--After the storage car adjacent to, and rearwardly of, the first storage car in conveying direction 8 has been filled with the bulk material, front sensor device 25 in the next adjacent storage car automatically reduces the conveying speed mode D of the conveyor bands in that next adjacent car to storing speed mode S to repeat the loading cycle (see FIG. 3) until all storage cars 1 of freight train 15 have been filled. In this connection, it is advantageous to transmit the loading condition of the storage car being filled with the bulk material to a display 27 of control device 23 controlling the speed of conveyor bands 6, 10. Control signals from sensor devices 20, 25 are wirelessly transmitted to control 23, and display 23 27 permits the optical viewing of the loading condition of the freight train at all times.--

Replace page 12 with the attached page containing the abstract of the disclosure.